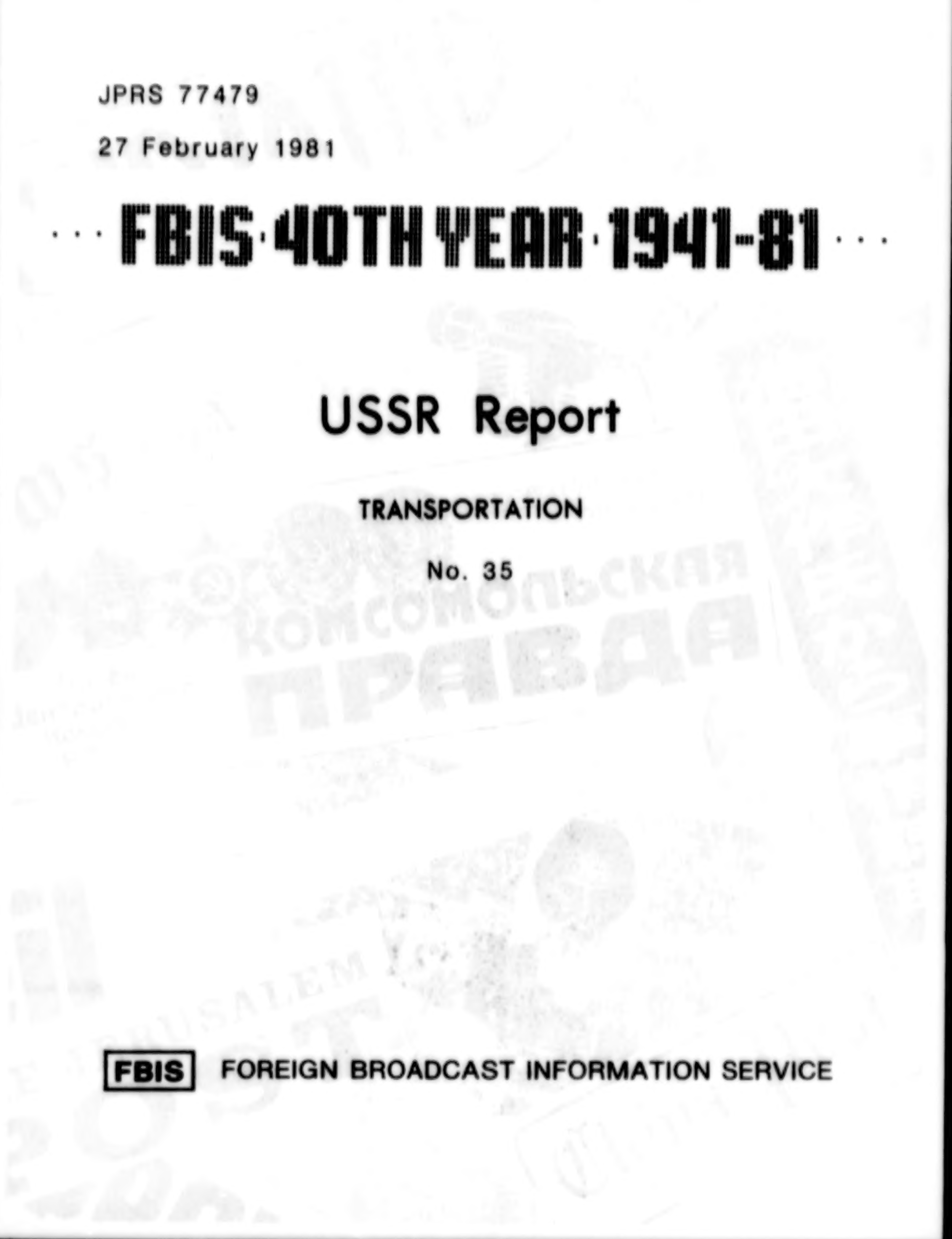

JPRS 77479

27 February 1981

FBIS 40TH YEAR 1941-81

USSR Report

TRANSPORTATION

No. 35

FBIS FOREIGN BROADCAST INFORMATION SERVICE

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USSR REPORT

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AIR

INTERVIEW WITH DEPUTY MINISTER OF CIVIL AVIATION

Moscow GRAZHDANSKAYA AVIATSIYA in Russian No 12, 1980 pp 2-3

[Interview with Deputy Minister of Civil Aviation for Production Boris Yegorovich Panyukov by journal editors: "A Worthy Greeting for the 26th CPSU Congress: On the Threshold of the New Five-Year Plan"]

[Text] [Question] A collective of many thousands of the twice-awarded Aeroflot stands on the threshold of the new, 11th, Five-Year Plan. Now, when it is a matter of days until the finale of the 10th Five-Year Plan, certain preliminary results of the work already can be summed up. What was done in air transportation over the last five years?

[Answer] I would like to emphasize right away that, like all kinds of transportation, air transportation exists for solving very specific economic and social problems. This, then, determined its development in the 10th Five-Year Plan in the country's overall transportation system. Its chief task, approved by the 25th CPSU Congress, was a fuller and more timely satisfaction of the needs of the national economy and populace for transportation and an acceleration of the delivery of goods and passenger movement. All this had to be accomplished on the basis of a substantial increase in work capacity and quality of the entire transportation system and an improvement in transportation ties among economic regions of our socialist state.

Air transportation was given its own role to play in resolving these problems based on its specific feature, a role which best met its purpose and capabilities. In accordance with the Basic Directions for the Development of the USSR's National Economy for 1976-1980, it was called upon to ensure a further growth in air transportation, especially to long distances and inaccessible areas. Above all, this meant the rapidly developing regions of the Far North, Siberia and the Far East. Just how was the mission assigned us accomplished?

The increase in volume of transportation in the current five-year plan was accomplished along two directions in our sector. First of all, we increased the frequency of aircraft movement on those air routes where we had high, stable passenger flows. These include routes connecting Moscow with the capitals of union republics and major industrial centers, and air lines from many parts of the country to resorts of the North Caucasus, the Black Sea coast and the Baltic. Secondly, an increase in transportation was accomplished by opening up new air lines and connections chiefly in remote and inaccessible areas. More than 36 percent of the total volume of air transportation now goes to these regions. Aeroflot opened up to 50 such new lines and connections each year. While at the end of the Ninth Five-Year Plan the maximum number of trips flown under central scheduling reached 3,608 in summer, at the height of air transportation, it was already 4,400 in the 10th Five-Year Plan.

In planning air transportation we took account of the full-scale development of the transportation system. Rail transportation in particular intensively continued the electrification of many of its lines in the 10th Five-Year Plan, and automobile transportation built or reconstructed main routes, which were given an asphalt surface. All this created the best conditions for their operation and contributed to attraction of passengers to ground forms of transportation. For this reason flights on a number of local air lines were reduced or shut down entirely in some parts of the European USSR. The material and technical resources freed were redesignated for increasing air transportation in the northern and far eastern parts.

An increase in passenger turnover from 122.6 to 160 billion passenger-kilometers, an increase in passenger transportation from 98 to 103 million persons, an increase in cargo from 2.1 to 2.5 million tons, and an increase in mail from 380,000 to 421,000 tons is expected in the final year of the 10th Five-Year Plan in comparison with the similar period of the Ninth Five-Year Plan.

[Question] An acceleration of scientific-technical progress, a growth in labor productivity, and a comprehensive improvement in work quality in all echelons of the national economy comprised the basis for economic and proportional development of public production and an increase in its effectiveness in the 10th Five-Year Plan. In what ways was this vast program realized in Aeroflot?

[Answer] Civil aviation always has been on the forward edge of scientific-technical progress, and the 10th Five-Year Plan was no exception in this regard. It was rather to the contrary. Aeroflot renewed its aircraft inventory at faster rates in this five-year plan than in the Ninth Five-Year Plan. The modern Il-62, Tu-154 and Tu-134 airships, distinguished by higher flight performance and increased comfort, were received by the aviation enterprises in place of the Tu-114, Tu-104, Tu-124 and Il-18 aircraft which had exhausted their service life and were written off.

The Il-62 intercontinental airships which fly many of our foreign air routes developed new lines of considerable length within the country: Moscow--Petropavlovsk-Kamchatskiy, Leningrad--Khabarovsk, and Khabarovsk--Tashkent and Mineral'nyye Vody. The medium-range Tu-154 aircraft received a permanent registration for air routes connecting the central regions with Chelyabinsk, Sverdlovsk, Tyumen', Novosibirsk, Krasnoyarsk, Irkutsk, Anadyr' and Pevek. The Tu-134's began to be received by Novgorod, Kaluga, Ivanovo, Voronezh, Belgorod, Nikolayev, Kherson, Zhdanov, Krasnodar, Volgodonsk, Nal'chik, Leninakan, Leninabad, Kirovabad, Makhachkala, Naberezhnyye Chelny, Orenburg, Surgut, Nizhnevartovsk, Nefteyugansk and Nadym.

New equipment came to a total of a little over 400 air lines during the five-year plan. In comparison with 1975, the proportion of movement in 1980 in the overall volume of air transportation operations increased from 5.8 to 13.5 percent for the Il-62, from 7.4 to 37.7 percent for the Tu-154 and from 9.3 to 18.6 percent for the Tu-134. Seventy-three percent of passenger transportation and three-fourths of the trips under central scheduling now are accomplished by these aircraft. Aircraft with gas-turbine engines now perform almost 99 percent of passenger movements.

The number of direct, nonstop flights and flights with one intermediate landing approximately doubled during the five-year plan thanks to adoption of more sophisticated aviation equipment. Such flights now comprise 86 percent of the total number of flights. The effectiveness of aircraft use has risen through a more rational designation of flight times and the number of flights with optimum calculation using electronic computers. Their commercial load reached 83 percent. There was a substantial increase in average speed of delivering passengers. While it was 620 km/hr at the beginning of the five-year plan, in 1980 it was 730 km/hr. This allowed a saving of more than a half-billion man-days in the interests of the national economy and the population.

[Question] The introduction of new aircraft--the Il-86 and Yak-42 passenger aircraft, the Il-76 cargo aircraft and aircraft for local airlines--was among the tasks set for our sector in the 10th Five-Year Plan. How do matters stand with this equipment?

[Answer] The Il-86, the first Soviet wide-body aircraft, with space for 350 passengers, is a qualitatively new aircraft. It requires the engineering of transportation processes involving the simultaneous servicing of a large number of passengers both on the ground and in the air. Its operational tests were begun last year at the Vnukovo Production Association, the collective of which has given a ticket to life to many jet aircraft of the older generations. It is planned to use the Il-86 on air routes with high passenger flows, and particularly for flights from Moscow to Sochi, Mineral'nyye Vody, Simferopol', Novosibirsk, Tashkent and Alma-Ata.

Operational tests of the 120-passenger Yak-42 are ending by the Central Regions Administration of Civil Aviation at its head enterprise in Bykovo. This aircraft will replace the An-24 and Yak-40 aircraft on a number of air routes.

A number of Aeroflot administrations are successfully using the L-410 aircraft of Czechoslovak production, received in the 10th Five-Year Plan, on local air routes. It was somewhat modified in accordance with our wishes. Aviation enterprises already are receiving modified L-410's with an STOL capability. Together with the An-28, a Soviet aircraft of a similar type, the production of which was assigned to the Polish People's Republic by decision of CEMA, the L-410's will find use in many parts of the country.

The Il-76 cargo aircraft were placed in operation by aviators of the Tyumen' administration on the difficult northern air routes. The aircraft passed a difficult test. In addition to the Tyumen' administration, it was put to use by the Krasnoyarsk administration and also is flying on international air routes. For two years now it has been carrying urgent cargoes of large size and working for the national economy.

[Question] The reconstruction of existing air terminal complexes, city Aeroflot agencies and hotels and construction of new ones was carried on widely in the 10th Five-Year Plan, and they have been outfitted with modern equipment. This had a positive effect on conditions for passenger services. Please comment on the changes which occurred in this area.

[Answer] As a matter of fact, there has been a noticeable expansion in the material and technical base for serving air passengers in the past years. More than 20 air terminals and passenger service complexes were built during the five-year plan. In 1980 alone new air terminals were placed in operation at the Sheremet'yevo, Tallinn, Frunze, Kirovabad and Semipalatinsk airports. Passenger service buildings have been built at Sochi, Mineral'nyye Vody, Belgorod and Syktyvkar. A terminal for serving foreign passengers was reconstructed at the Pulkovo airport, as were international sectors at Domodedovo, Minsk, Tbilisi, Yerevan, Borispol', Simferopol' and Odessa. Major air terminal complexes are being erected in Yakutiya, Khabarovsk, Krasnoyarsk, Karaganda and Sukhumi.

New Aeroflot agencies have been built in 18 of the country's administrative centers. A city air terminal was opened in Alma-Ata, and is one of the largest in that region. Air passenger hotels are being accepted for operation in Vilnius, Batumi and other airports. Cargo depots, mechanized platforms and specialized container areas are being reconstructed or erected.

An automated system of selling air tickets and reserving seats on aircraft, the "Sirena," received further development and was completely transferred to a new machine base in the 10th Five-Year Plan. At the present time all republics and many kray and oblast centers right down to Magadan and Petropavlovsk-Kamchatskiy have access to the "Sirena." The number of Aeroflot ticket offices in the country increased from 6,720 to 7,400 since 1976. The sale of return tickets with guaranteed date of departure, flight and seat has been organized in more than 100 cities.

The store of facilities for automation and mechanization of passenger service processes and the handling of baggage, cargo and mail has been augmented. During the five-year plan more than 400 sets of passenger information systems and devices of the "Sinar," "Avia" and UTs-1 types, some 200 "Cheget" centralized ticket sale consoles, 1,000 dial scales, over 500 terminal ramp buses, 400 self-propelled ramps, 700 vehicles with raising cab, 200 automatic elevators, 150 automatic transporters and a little over 3,000 lift trucks, electric loaders, electric cars, baggage trolleys and baggage wagons were received by aviation enterprises. Civil aviation plants developed the production of dispatcher and ticket bays, semiautomatic information systems, and complexes of mechanization facilities for container movement of baggage and cargo.

The steps taken made it possible to improve passenger services, speed up their registration and processing of baggage, and cut the time for these procedures by almost half on many flights.

Much attention was given to the professional training of cadres involved in servicing passengers and air transportation clients. The All-Union Public Competitive Review "For High Quality of Passenger and Client Services," contests of professional expertise for the title of "Best in the Profession," and socialist competition for turning air transportation into a standard for transportation have been organized and are being conducted.

[Question] In the present five-year plan preparations for the 1980 Olympics and services for its participants and guests were a responsible sector of work for the Aeroflot collective. How successfully did the aviation enterprises cope with these additional duties?

[Answer] It stands to reason that the worldwide Olympic summer games added to our troubles and concerns. The greatest load was placed on the shoulders of air officials of Moscow as well as of Leningrad, Kiev, Minsk, and Tallinn, where Olympic competitions were held. New air terminals were built at the capital's international airport of Sheremet'yevo and in Tallinn, Vnukovo Air Terminal was substantially reconstructed. International sectors were expanded at a number of airports with consideration of the increased flow of foreign tourists to our country. Many advertising products and souvenirs were produced.

Aeroflot was the official carrier for the Olympic Games. It coordinated its work with the Olympic Committee, Inturist and foreign airlines. A schedule of flights involving the delivery of Olympic participants and guests by air transportation was drawn up ahead of time and sent out to interested organizations. All aviation officials participating in passenger services under the Olympic program received retraining. Staffs responsible for preparations for the 1980 Olympics and for servicing it were set up in the Ministry of Civil Aviation, in our administrations, production associations and airports.

The carefully planned and thoroughly conceived work produced good results. Olympic air travel was accomplished very precisely and caused no complaints on the part of either foreign or our Soviet passengers. Many aviation workers were commended for exemplary accomplishment of transportation during the Olympics.

[Question] In addition to passenger transportation, Aeroflot performs a large amount of varied work in different sectors of the national economy. How can the work of aviators in this sphere during the five-year period be characterized?

[Answer] It is inconceivable today to imagine the successful work of many sectors of our national economy without civil aviation. Neither the scientists, geologists, builders, nor rural toilers could get by without aircraft or helicopters. The amount of work in special applications of aviation is constantly increasing. The average annual increase in flying hours for such work in the 10th Five-Year Plan equalled one million. In comparison with the Ninth Five-Year Plan, flying hours increased from 35.1 to 56.8 million, or 1.6 times. About half of this amount of work was performed in the Far North, Siberia and the Far East.

We provided air services to many of the most important construction sites of the five-year plan, including the Surgut-Polotsk oil refinery, the Urenga-Chelyabinsk-Petrovsk-Novopskov and Urenga-Nadym-Punga-Ukhta-Moscow Ring gas pipelines, the Baikal-Amur Railroad mainline and others. Civilian aviators supported the work of scientific expeditions in the Arctic and Antarctic, accomplished aerial photography over an area of more than 32 million square kilometers, protected forests and pastures from fires over a territory of more than 850 million hectares, flew 344,000 missions on medical assignments, carried 1,147,000 patients and medical workers, and carried 5,400 tons of drugs.

There were 455 million hectares of kolkhozes and sovkhozes treated by aerial spraying methods, or 24 million hectares more than in the Ninth Five-Year Plan. A third of the work of the use of chemicals in agriculture now is done by aviation. In the years of the 10th Five-Year Plan new and more progressive kinds and technologies of aerial spraying have been adopted. They include the foliar application of mineral fertilizers to plantings in a complex with herbicides for combating weeds and in a complex with pesticides for destroying crop pests; the application of phosphorus fertilizers on rice; treating grain crops with the "Tur" preparation to prevent their lodging; the dessication and defoliation of vegetation, aerosowing of rice, wheat, oats and grass seeds, and other work.

This year in Kazakhstan the ultra-low-volume spraying of plantings against weeds with dosing up to six liters per hectare was employed on an area of more than one million hectares. This facilitated a considerable increase in productivity of the An-2 aircraft. The crews treated an average of 265 hectares per hour.

The collectives of aviation enterprises serving agriculture thus made a tangible contribution to an upswing in the yield of fields.

[Question] Aviation workers were very enthusiastic over materials of the October 1980 Central Committee Plenum of our party and the vivid speech at that Plenum by CPSU CC General Secretary Comrade L. I. Brezhnev. Decisions made by the party and government under the State Plan for Economic and Social Development and under the USSR State Budget for 1981 caused a new surge of strength in aviation collectives in the socialist competition for a worthy greeting to the 26th CPSU Congress. How is it going?

[Answer] The initiators of the precongress socialist competition in the sector were collectives of flight subunits of the Moscow Transportation Administration, the Leningrad and Sverdlovsk aviation enterprises, the Tyumen' Administration, the State Scientific Research Institute, the Academy of Civil Aviation, aviation repair plants No 400, 21 and 31, and construction and installation administrations No 1 and No 11. They made heightened socialist pledges aimed at ahead-of-schedule fulfillment of 1980 quotas and of the 10th Five-Year Plan as a whole, and for an increase in work effectiveness and quality.

Crews of flight subunits of the Vnukovo Production Association, for example, decided to save a large amount of aviation fuel before the end of the year and make dozens of flights with it. Leningradites pledged to fly 30 million passenger-kilometers, dispatch 500 tons of cargo and obtain 300,000 rubles of income above the annual plan. Aviation workers of Tyumen' are preparing to complete the 1980 plan by 20 December, eight days earlier than previous pledges. They will transport more than a million passengers, 290,000 tons of cargo and mail, and receive 134 million rubles of profit above the plan during the five-year period.

The patriotic effort by initiators of socialist competition for a worthy greeting to the 26th CPSU Congress was taken up fervently in all Aeroflot collectives. The intensity of labor rivalry, taking place under the motto "26 weeks of shock work for the 26th CPSU Congress!" is rising more and more with every day. Toilers of our sector are unanimous in their drive to complete the year's state program ahead of schedule, fulfill the planning quota of the 10th Five-Year Plan and the socialist pledges successfully, and greet the next congress of the native Communist Party with shock labor.

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AIR

EFFICIENCY OF CAPITAL CONSTRUCTION OUTLINED

Moscow GRAZHDANSKAYA AVIATSIYA in Russian No 12,1980 pp 14-15

[Article by N. Domrachev, docent of the Kiev Institute of Civil Aviation Engineers, candidate of technical sciences: "To Assist Those Studying Economics: The Efficiency of Capital Construction"]

[Text] A large amount of construction and construction-installation work was performed in civil aviation in the years of the 10th Five-Year Plan through centralized capital investments and local budget funds. Many airports were reconstructed to include acceptance of the basic Aeroflot transport aircraft--the Il-62, Tu-154 and Tu-134. Dozens of new runways, taxiways, aprons, air terminals, hotels, and a large number of other buildings and structures were constructed. Many airport complexes were re-outfitted, including new, more advanced air traffic control and landing control facilities. New buildings of repair plants, scientific research organizations, and higher and secondary educational institutions of civil aviation were placed in operation. The facilities of preventive medicine establishments were substantially augmented and the available housing was expanded.

Nevertheless, despite certain achievements, there are serious shortcomings in the sector in the area of capital construction. Above all, it is the dissipation of physical, labor and financial resources to the numerous facilities under construction, which lengthens the time periods for placing production capacities in operation and generates an above-norm amount of unfinished construction. The sector experiences difficulties in locating subcontract construction organizations, especially in the country's eastern and northern areas. As a result, a large amount of construction and installation work is accomplished with the organizations' own resources in building major facilities. A portion of the administrations have not fulfilled the capital investment plan. The Aviastroy Construction and Installation Production Association with its enterprises in outlying areas still has not become one of the ministry's primary contractors.

The CPSU Central Committee and USSR Council of Ministers Decree entitled "On Improving the Planning and Reinforcing the Influence of the Economic Mechanism on an Increase in Production Effectiveness and Work Quality" envisaged a system of measures aimed at a further improvement in capital construction. Beginning with the 11th Five-Year Plan, it will be carried out under stable five-year plans (with an allocation of quotas by years), balanced with supply resources and resources of production and power-generating equipment, and with the labor and financial resources and capacities of construction and installation organizations. Construction of new aviation equipment facilities, aviation repair plants and other complexes and expansion of existing ones will be allowed only if the needs for air transportation in a particular area cannot be provided by available enterprises with consideration of their reconstruction and retooling.

Ministries, departments, associations and enterprises will receive approval not for volumes, as at the present time, but for limits of capital investments and construction-installation work. It is not a matter of terminological distinction, but of a fundamentally new approach. Its essence is that the volume of capital investments becomes a resource indicator instead of a basic planning and evaluation indicator. This indicator will determine the amount of funds and physical resources which the state can allocate in a given planning period for the development of the corresponding sector. Nonfulfillment of this indicator will place a sector in an exceptionally difficult position with completion of the state plan for its basic activity. The total volume of contract work for construction and installation organizations will be needed only to be used as a basis to determine the consolidated requirement for material and technical resources, the wage fund and amounts of working capital and credit.

Development of a system of interrelated long-range, five-year and annual plans is of particularly great importance for capital construction, which is distinguished by a lengthy cycle of planning, construction and making capacities operational. In this instance an opportunity is presented for a more substantiated and economically competent coordination of construction programs at the boundary of five-year plans and the attainment of continuity of the plans' action. The latter will be assured primarily through the development and approval in the plans of lists of new construction of various facilities as well as of enterprises intended for reconstruction and expansion under carefully thought out title lists.

The title list determines indicators for the most important projects and construction starts to be included in a construction project, and it determines the amount of work and dates it is to be accomplished. This basic planning and financial document in construction must become invariable in fact. Quotas envisaged in it are obligatory for customers, contractors, the planning, financial, banking and supply agencies, and for suppliers of equipment and structural elements. Changes in title list indicators are authorized only with a revision of projects in connection with the use of more advanced equipment and progressive technology.

Capital investments in the 11th Five-Year Plan, as in the previous five-year plan, will be allocated primarily for the reconstruction and retooling of existing enterprises. Careful fulfillment of this provision will permit the identification of certain reserves in the sector, which will increase somewhat the proportion of modernization in the overall volume of capital construction.

The heads of production associations and enterprises have been granted broader rights in order to create supplementary conditions for speeding up the work of retooling and reconstruction. They can approve title lists for these purposes regardless of the overall estimated cost of the work; apply augmenting correction factors to estimating norms (including overhead which takes in specific conditions for work accomplishment in operating shops and platforms); and pay bonuses for accomplishment of retooling work in an amount and under procedures accepted for reconstruction.

A system of indicators has been defined with consideration of experience gained over the last few years, providing for an orientation and an evaluation of economic activity in construction primarily for the introduction of capacities and projects within time periods provided by the plan. The introduction of fixed capital, production capacities and projects, including an increase in capacities through enterprise retooling and reconstruction, becomes the chief and practically the sole indicator for the customer.

A system of indicators being established for ministries and departments carrying on construction and installation work and for their subordinate organizations is designed to solve this same problem. Indicators will be set for them in five-year plans for the introduction of production capacities and projects and for the amount of commodity construction products* allocated by customers. In order to ensure the uniformity of indicators in construction and increase the responsibility of their subordinate enterprises, associations and organizations for the introduction of projects, the customer ministries for their part are obligated to approve appropriate quotas for them in commodity construction products.

The contract organizations' financial indicators are linked directly with the fulfillment of the commodity product volume indicators approved for those organizations. As the plan for commodity construction product volume is fulfilled, settlements will be made with customers, profits will form and economic incentive funds will develop. The financial situation of construction and installation organizations thus is made directly dependent on the final results of their work. This condition considerably increases the contractor's responsibility for following the construction start program.

In 1981 it is planned to complete the introduction of settlements between the customer and contractor for fully constructed enterprises, startup complexes, sections and projects which are placed in operation. In this instance it is planned to compensate for a deficit in the contract organizations' working capital through bank credit.

Another new element in the system of indicators is the fact that henceforth quotas for the introduction of production capacities and projects also will be set for organizations performing the installation of basic production and power generating equipment under agreements. Similar work is made the responsibility not only of specialized organizations of construction ministries, but also of machine building enterprises which manufacture the equipment. Customers will settle with general suppliers for a delivered or installed set of equipment as a whole.

The economic activity of primary organizations and departments participating in construction thus will be linked to a significant extent with fulfillment of quotas for the introduction of capacities and projects.

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*Commodity construction products represent the estimated cost of construction and installation work for enterprises, sections, startup complexes and projects prepared for manufacturing products or providing services, which are turned over to the customer.

The CPSU Central Committee and USSR Council of Ministers set the task for further development of cost accounting in construction on the basis of quotas of five-year plans and long-range economic norms. A major economic experiment subordinated to this task already has been under way for a number of years on the basis of the Minpromstroy [Ministry of Industrial Construction] and Minmontazhspetsstroy [Ministry of Installation and Special Construction Work] of the Belorussian SSR. To increase the interest of enterprises, associations and ministries of the construction industry in the efficient use of material and financial resources, they will be shifted under the 11th Five-Year Plan (as they are ready) to form economic incentive funds based on stable norms of profit withholding taxes. The amount of these withholdings must be differentiated by years of the five-year plan and established with the help of technical and economic calculations with consideration for achievements of scientific-technical progress.

The party and government decree for improvement of the economic mechanism provides recommendations on a gradual transition under the 11th Five-Year Plan in the construction industry, including in construction and installation organizations, to a planning of labor productivity based on pure normative products. This will allow a more accurate reflection of the contribution by construction enterprises to the creation of fixed capital, production capacities and projects. In addition, there will be an elimination of negative trends in the work of construction organizations, characterized by the attempt to use costly structural elements and articles and to insist on a far from always justified increase in the cost of construction in plans and estimates.

The system of economic incentives for reducing construction periods is changing. It is also oriented on the attainment of high ultimate results. The sum paid for introduction of enterprises and projects by the planned dates or ahead of schedule is being increased from 2.2 to 3 percent of the estimated cost of construction and installation work performed. It also has been established that with a reduction in the time period for introduction as against established norms, the general contractor receives funds from the customer in the amount of half of the profit envisaged by the plan for the period by which the construction time has been reduced. But the total amount of these funds must not exceed a half-percent of the estimated cost of construction and installation work for each month of the ahead-of-schedule introduction.

Broad opportunities are opening up for a comprehensive extension of the brigade contract at construction sites. At the present time its share of the construction program is approximately one-third. In the 11th Five-Year Plan this form of labor organization in construction will be the primary one. A complex of measures for improving supply and extending cost accounting creates realistic conditions for highly effective work of brigades under contract agreements. The brigade becomes the primary cost-accounting element in the construction process.

An improvement in the economic mechanism in construction is linked inseparably with an improvement in planning and estimating work. From now on five-year plans (with a breakdown by years) will be developed for planning and survey work. When more than two years are required to build an enterprise, it has been deemed advisable to work out plans and an estimate not for the entire amount of work, but only for the first startup section. Subsequent sections are planned simultaneously with construction of the first section and their estimates are approved within the framework of the overall cost of the enterprise as determined in the technical and economic justification.

An acceleration and increase in the quality of planning and survey work is to be facilitated by elimination of intermediate payments in settlements with customers. Only completed plans for the construction of enterprises and startup complexes, sections and projects now are subject to payment. The planning organizations' own working capital as well as bank credit is used to cover expenditures until the planned period for turnover of the project. The extension of credit is not interrupted at the end of the planned period, but in this instance a percentage for use of loans is exacted in an increased amount.

Practical experience has shown the inconvenience of the existing procedure for issuing builders planning and estimating documents before 1 September of the year preceding the planning year. It was decided to shorten this time period. It was established that plans for capital construction can include only those construction sites for which there is approved planning and estimating documentation as of 1 July of the year preceding the planning year, as well as blueprints for a year's amount of work.

Accomplishment of measures planned by the party and government to improve planning and the economic mechanism in capital construction requires the well-coordinated efforts of central and local planning agencies, the banking system, the construction industry, and ministries and departments. A number of fundamental instructions of the decree must be detailed as applied to the specific nature of a particular sector and a set of methodological and normative documents must be developed, particularly for construction performed by an organization's own resources.

A great responsibility in this respect is placed on the customers--the aviation enterprises and civil aviation associations and administrations. Their collectives have to give thought to the detailed certification of all buildings and structures and to the resolution of problems of reconstruction, retooling and new construction on this basis. The strict stability of capital construction plans poses an acute problem of the timely conclusion of contract agreements, preparation of planning and estimating documentation and the disposition of orders for manufacture of equipment. The success of economic and social results of capital construction plans for the 11th Five-Year Plan and its maximum efficiency and high quality depend largely on timely consideration of these requirements.

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MOTOR VEHICLE

RSFSR OFFICIAL NOTES POOR CONDITION OF RURAL ROADS

Moscow KHOZYAYSTVO I PRAVO in Russian No 10, Oct 80 pp 15-18

[Article by V. Kukharenko, chief of the Main Administration for Capital Construction, RSFSR Ministry of Agriculture: "Rural Road Problems"]

[Excerpts] One vital capital construction problem in rural locales is road construction.

Unfortunately, there are numerous examples on a completely opposite plane. Here is what kolkhoz farmers from Kostromskaya Oblast write us here in the RSFSR Ministry of Agriculture:

"During the fall-spring-winter timeframe, the solitary road running through two of our kolkhozes--Trud and Mir--becomes absolutely impassable. We literally drag people and freight on tracked tractors. . . ."

This is why we now are devoting much attention to road construction and strengthening its material and technical base.

For example, the five-year program for the Rosspetsstroy Production Association envisages commissioning of more than 25,000 kilometers of hard surface intrafarm and access road on the kolkhozes and sovkhozes of the Non-Chernozem Zone, as well as construction of runways for agricultural aviation and upgrading of other agricultural sites.

More than 400 road construction PMK [mobile mechanized columns] and cost accounting sections now are operating within Rosspetsstroy. During 4 years of the five-year plan more than R300 million have been invested in development of the road construction production base in the Non-Chernozem Zone. Garages for 2 080 motor vehicles and repair shops capable of handling 8,300 nominal repairs have been commissioned and significant capacities for production of crushed stone and other materials have been created. All this allowed road builders radically to increase the volume of construction operations and quality. Thus, during 4 years of the five-year plan, 10,800 kilometers of hard surface road and 115 airfields for agricultural aviation were commissioned and many installations to improve and upgrade farms, access roads, and residential settlements were completed. Many specialized organizations within Minavtodor [Ministry of Roads] also are of great help to the builders of Russia's rural roads.

Unfortunately, one must quote some very disturbing facts: the roads we are building in rural locales do not begin to meet the needs and are not that good. That same Rosspetsstroy Production Association has only achieved a 53 percent completion rate on its task to build intrafarm roads on the kolkhozes and sovkhozes in the Russian Federation. And, the greatest delay is impacting upon the Non-Chernozem Zone.

What is preventing the builders of rural roads from timely and qualitative fulfillment of plan taskings?

Primarily, there is the requirement to be strict about fulfillment of contractual obligations. And, we still encounter cases where obligations made are not translated into deeds. One would think that the greatest culprit here is the practice of total forgiveness. The legal service still is weak in its supervision of adherence by clients and contractors to road construction rules, i.e., they are not implementing legal sanctions. And all this because farm leaders are afraid to sever relations with road organizations and are not using their right to recover fines for work not completed on time and for failure to commission the roads. On the other hand, construction organizations also are not requesting money from the client for late presentation of planning estimates, for delivery of materials in accordance with the stipulations of a direct contract, and for failure to finance construction sites.

The mutual lack of demandingness gives rise to lack of responsibility for fulfillment of the road construction plan. For this reason alone many roads to the present day remain in the "long-term" category.

Take, for instance, the 8-kilometer stretch of road at Kryukovskiy Sovkhoz, Krasnokholmskiy Rayon, Kalininskaya Oblast. Dorkolkhozstroy Trust began work on it back in 1976. In 4 years, slightly more than half of the allocated resources have been assimilated. And this year the builders were inactive for many months.

A road about 3 kilometers long at Berezinskiy Sovkhoz, Kalininskiy Rayon, begun in 1978, is still not finished. The roster of such uncompleted installations is long, especially in the Non-Chernozem Zone.

The supervisors of financial organizations must use all legal measures envisioned by law to achieve precise fulfillment of obligations by the contracting parties.

Another reason is that the production base for newly-formed road construction organizations is being set up inexcusably slowly and unequally throughout the zones. Again we are talking about the violation of normative documents concerning the planned development of these production bases. Thus, only 104 of the 436 DPMK [road mobile mechanized columns] bases have been built and 270 still are at the building stage. Moreover, 62 production bases still have not been furnished planning estimates.

Another problem: road construction organizations lack sufficient supplies of the basic types of equipment, materials, and transport. And, the builders themselves have troubles galore. Thus, the association's trusts are making serious mistakes in how they organize road production operations. The assembly line method is not being used at many sites, in violation of construction norms and rules. Often resources are dispersed among many construction sites. As a result, equipment and materials are not being concentrated at underway construction sites. A progressive form of wage still is not widely disseminated here. The proper, planned maintenance of road construction equipment has not been instituted. Work time is being lost as the maintenance transfers from site to site. Add to this the fact that, as a rule, equipment is used in one shift. These deficiencies, naturally, also impact upon construction quality.

The ratio of asphalt concrete roads is low in Vologodskaya, Permskaya, Novgorodskaya, Ivanovskaya, and Smolenskaya oblasts. In this connection, the operating life of the roads radically is decreasing. Their use requires extra, and I might add, considerable expenditures. Moreover, in accordance with extant legislation, construction organizations are obliged during this five-year plan to commission 25,100 kilometers of well-built intrafarm and access road with an improved surface.

The measures being taken locally now clearly are insufficient to correct the situation that has developed in rural road construction in our republic. Much depends upon planning and other authorities (both on a republic and on the national scale). It is no accident that the following was cited in documents from the July (1978) CPSU Central Committee Plenum: "USSR Gosplan and the union republic Councils of Ministers should concern themselves with insuring that road construction finds an appropriate place in economic and social development plans and is supported with requisite financial and material resources."

USSR Gosplan and RSFSR Gosplan still are not paying requisite attention to road construction in rural locales. Otherwise, how do you explain the fact that, during planning, vehicles and road construction materials, even given extant financial resources, are not being allocated in full volume?

The USSR Ministry of Finance and the republic ministry not only are not seeking additional financial resources for road construction, but annually are withdrawing resources belonging to road organizations. In 1979 in the Non-Chernozem Zone of the RSFSR alone, approximately R400 million were withdrawn into the RSFSR Ministry of Finance financial resource fund. But, these resources had been collected by the ispolkoms of the local Soviets from kolkhozes, sovkhozes, and other enterprises and financial organizations and were earmarked for construction and repair of local roads.

Pointed out in the CPSU Central Committee and USSR Council of Ministers decree "On Measures to Improve Construction, Repair, and Maintenance of the Country's Roads" published 23 April 1980 in PRAVDA was the necessity to institute order in the planning of and financial costs for development of the road economy. Now withdrawal of financial resources is prohibited. There is no doubt that this decree will facilitate accelerated road construction.

National and republic planning authorities did not improve material and technical support to road construction following the July (1978) CPSU Central Committee Plenum. Crushed stone, bitumin, other materials, and all types of machinery primarily are needed for road construction. The requirement for these resources is being satisfied partially, to put it politely. For instance, only two cargo trucks and eight bulldozers were allocated last year for all 30 road construction organizations in Kostromaavtodor. The figures for 1978 were five trucks and the same number of bulldozers. The Kostroma road builders' vehicle fleet decreases year by year; meanwhile, 70 percent of the vehicles are subject to being written off due to service life.

How can the matter of rural road construction be improved?

It is clear that the deficiencies cited in this article need to be eliminated. Primarily, this is the problem of providing the required amount of material and technical resources for rural road construction, including for those sites whose construction is being done by the farms themselves. Here, much depends upon planning authorities, but also upon local initiatives. Certain construction materials--gravel, crushed stone, sand--can be found and prepared near the road construction sites.

Less than 6 percent of the total volume of capital expenditures now goes for rural roads. One would think that it would be very useful during the 11th Five-Year Plan to bring the proportion of funds allocated for road construction, maintenance, and repair up to 10-15 percent.

Improved construction quality is no less important a task. The higher the quality of a road, the less repair it requires and the less funds that are needed. Therefore, builders must use all their opportunities to improve road construction quality. The RSFSR Ministry of Agriculture is not destined to remain in the wings here, either. It, for instance, is capable of envisioning among extant management elements the establishment of appropriate departments and cadres of qualified specialists, who are well versed in the technology and other problems of road construction. This would facilitate elimination of cases of errors in supplying construction with the required estimates and solution of many organizational problems upon which the quality of the work depends.

Now, only 20-25 percent of the total volume of road construction on the kolkhozes and sovkhozes falls to Minavtodor organizations. It would be advisible, beginning in 1981, let's say, to increase the tasking for this ministry's organizations on road construction everywhere, as was done in 1980 for the Non-Chernozem Zone.

And of course, it is necessary decisively to vitalize the work of legal services in rural locales to monitor fulfillment of contractual obligations. Legal sanctions need to be used fully and everywhere in order that the effect of the ruble will come into play in every case of a violation of deadlines and of site construction quality.

Contract offices and local soviet and party authorities in several oblasts now pose the very appropriate question about creation in rural locales of a single client for road construction, operation, and repair. Absence of such a service and of general diagrams for access, intrafarm, and primary roads creates conditions unfavorable for planning and gives rise to dispersal of resources among numerous sites, which leads to delay in construction deadlines. The necessity for creation of a prime institute for development of norms and a technical handbook for road project planning within the Roskolkhozstroyob"yedineniye system is once again affirmed.

A rural road. . . . Behind this seemingly innocuous word combination stands an important national economic and social problem for today's rural locales. Its solution requires an integrated approach.

Focused on this problem also is the 5 June 1980 RSFSR Council of Ministers decree "On Measures to Improve Construction, Repair, and Maintenance of RSFSR Roads," which obliges local Soviets and the RSFSR Minavtodor to accomplish integrated measures to mobilize internal reserves for accelerated road construction.

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RAILROAD

DEVELOPMENT OF RAILROADS IN CEMA COUNTRIES FOR 1980'S

Moscow EKONOMICHESKAYA GAZETA in Russian No 44, Oct 80 p 21

[Article by economist Yu. Borisov: "On Steel Mainlines"]

[Text] Continual progress in the material, social, and cultural fields, rapid expansion and intensification of comprehensive economic ties among the CEMA member states immutably are linked with the development of transportation, railroad primarily. On the average, about 60 percent of the freight turnover of all types of common-user transportation, more than three-fifths of the freight and two-thirds of the passenger turnover among the European CEMA countries, falls to the railroads. Absolute transportation volumes continually grow. During the past 30 years, for example, freight turnover on the railroads increased by a factor of almost 6, increasing during the 1970's by a factor of more than one-third.

The high level of efficiency of the railroads in the CEMA countries is common knowledge. Making up about 18 percent of the world network, they accomplish approximately 60 percent of the freight turnover and more than 30 percent of the passenger turnover of all the world's steel mainlines. The length of their electrified routes exceeds 57,000 kilometers in the total length of 225,000 kilometers, i.e. 25 percent. The CEMA countries possess 36 percent of all the world's electrified routes.

The cooperation among the fraternal countries of socialism within the framework of the Council for Mutual Economic Assistance plays a large role in successful development of their rail transportation.

A well-ordered system of cooperation in transportation development planning has been created in the process of socialist economic integration. Coordination of national five-year rail transportation development plans is one vital component. Volumes of mutual passenger and freight shipments and their distribution by years, routes, and border transshipment points are coordinated on a scientific basis and measures to support the shipments are reviewed. Requirements for equipment, other technical resources, power resources, and materials are determined. Collective decisions are included in five-year plans and thus become obligatory for fulfillment.

The CEMA countries are developing cooperation in the field of transportation planning in several areas. One is joint forecasting, the significance of which is growing due to intensification of integrational processes. Determination of the perspectives for development of a network of services among the CEMA countries and the growth of their mutual shipments is the main task of joint forecasting in the rail transportation sphere. Today, the socialist community possesses the main long-term forecasts in this area. A system of regular adjustment and extension of joint forecasting data has been developed and is being introduced.

Joint Economic Activities

Cooperation also is developing fruitfully in rail transportation in the area of joint economic activities within the framework of extant international organizations. They include the Common Freight Car Fleet (OPV) formed in 1964. It is based on the principle of free use of cars within the limits of the proportion supplied to the Common Fleet. This facilitates a reduced number of empty runs, accelerated turnaround, decreased strain on international communications, and improved classification yard operations.

During its existence, OPV has grown by a factor of more than 3 and now numbers approximately 300,000 cars. Their total carrying capacity during this same period increased by a factor of 4. The structure of the Common Fleet also underwent considerable change. The proportion of four-axle cars intended for high speeds rose several-fold. Today they make up more than 40 percent of the Common Fleet, which moves more than two-thirds of the volume of freight travelling via the steel mainlines among the CEMA European countries.

The CEMA countries are doing a great deal of joint work in the area of containerization of railway shipments. This work facilitates mechanization of freight handling operations, labor productivity is increasing by a factor of 5, damage to freight en route is decreasing considerably, and commercial and dispatch operations are being simplified. Transportation of 1 million tons of freight in containers provides a savings of R3.5-4 million.

In accordance with the agreement by the CEMA countries to create the Single Container Transportation System (YeKTS), the system's technical, economic, and technological foundations jointly were developed. Problems of the classification, unitization, and standardization of containers and transshiping equipment, as well as of specialization and cooperation in their production, successfully are being solved. The railroad container service network already contains at least 140 internal and 20 international routes with a total length exceeding 42,000 kilometers. Container processing points are being created at railway stations. Special attention is being paid to large-capacity cars and more than 130 terminals to receive them have been opened.

The container fleet of the CEMA countries today exceeded 1 million units, including more than 100,000 large-tonnage units. An agreement on joint container use (SPK) has been made in order to use them rationally. A Council for SPK in International Service has been set up. Its executive agency--the Bureau--guides the development and realization of measures to improve container use and reduce their empty runs. It also takes up coordination of rates, operating norms, and financial estimates with those participating in the agreement. This all facilitates a high level of shipment containerization.

An agreement on international passenger service successfully is being implemented. In particular, much work is being done in the area of organizing express passenger train traffic. Eighteen basic international routes with a total length of 20,400 kilometers have been identified on which this traffic primarily is being developed. "Interexpresses" already are in operation on many of them: Moscow-Warsaw, Moscow-Berlin, Moscow-Prague, Moscow-Budapest, Moscow-Sofia, Moscow-Bucharest, Moscow-Ulan-Bator.

International passenger routes continually are being supplied new, increasingly more comfortable, equipment. The circulation of sleepers is expanding and their use is improving. The transportation ministries of the CEMA countries concluded an agreement on cooperation among enterprises which operate restaurant cars. Coordinating and control authorities have been formed in this area and joint supply centers have been established.

Scientific and technical cooperation is being used more and more to solve railway transportation problems. This especially is true for investigations designed to improve the carrying capacity, throughput, and processing capacity of international routes and junctions. For example, automation of international shipment control, plus new, improved freight handling methods at border stations and readjustment of cars to the appropriate gauge jointly are being worked out. A great deal of joint work is underway to establish an ASU OP, [automated system for control of the Common Freight Car Fleet], an ASU of seat reservations and ticket sales in international service, and an ASU of multilateral telephone communications. In recent years, this form of cooperation has made it possible to accelerate the development of technical and economic specifications for future passenger and freight cars, containers and the means to load them, proposals to optimize automated container points, to standardize the technology of freight handling operations and fastening down new container models.

Long-Range Perspectives

According to preliminary estimates, the volume of freight shipments among the CEMA countries in the 1980's will rise approximately 30 percent and passenger movements will increase considerably. The DTsPS [Long-Range Objective Program of Cooperation] in the field of transportation, passed at the 33rd CEMA Session, opens new horizons of cooperation in this important sphere of the national economy, including in railroads. Here, the DTsPS has been called upon to promote the quantitative and qualitative satisfaction of the basic needs of the CEMA countries for mutual passenger and freight shipments with a reduction in delays. Achievement of this goal is possible only through further interrelated development of transportation systems and their close coordination. Railway workers see as their main common task the accelerated growth of the carrying capacity, throughput, and processing capacity of international routes and junctions. The main trend here is improvement of track, technical means, and technological processes.

In this connection, the DTsPS envisions construction of secondary tracks, two-way inserts, and border crossings; introduction of rails, ties, and attachments of improved operational reliability; further electrification of international mainlines and equipping them with modern centralized traffic control, automatic block signalling, and communications. The intent is to augment the equipment used on such routes with specialized freight and comfortable passenger cars and more powerful locomotives. The weight and speed of the trains will be increased. Envisioned are further development of unit train organization and containerization of shipments, transportation of freight on pallets and in packages, and taking measures to insure no freight is damaged in shipment (especially highly perishable goods) and to disseminate progressive forms of transit services.

Vital trends in scientific and technical cooperation also are pointed out in the program. In the railway transportation field this is integrated mechanization and automation of freight handling operations, unitization of transportation equipment and rail gauges, and the improvement of power plants, centralized traffic control, automatic block signalling, and communications. Also envisaged are joint development of specialized containers and their technical and operational specifications, a rational structure for the container fleet, and automation of container terminals. Cooperation will be closer in studies aimed at improving YeKTS efficiency, improvement in container shipment control, and creation in the future of a single ASU.

The DTsPS in the field of transportation has laid a reliable material and technical foundation for development of railroads in the CEMA countries for the 1980's.

PHOTO CAPTION

p 21 Zahony is one of Hungary's largest rail junctions. It is a vital freight junction between the Soviet Union and Hungary. MTI-TASS photo [not reproduced]

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RAILROAD

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FINNISH PRESS: CAR SHORTAGE--The shortage of [Soviet] railroad cars will force a delay of certain export products to the Soviet Union until next year [1981]. These deliveries were scheduled originally for this year [1980]. Soviet railroad stock is required for these export deliveries. The Valkeakoski plant of Paperituote [a paper products maker], which is a part of the Yhtyneet Paperitehtaat Oy [corporation conglomerate] has one of the largest requirements for Soviet railroad cars. The firm will have to keep the export products completed in 1980 in storage while waiting for transport. From the Paperituote firm it is reported that at present there is a need for about 130 cars. At the worst the shortage amounted to 180 cars. The buyer prefers closed cars, though perhaps open cars could be used for certain products. The storage results in extra costs for the firm. The firm exports boxes, bags and paper to the Soviet Union for industrial uses. The export products produced in one day are equal to the capacity of approximately 20 railroad cars. The car shortage is not a new phenomenon for the exporters. It usually occurs in the spring or fall, when our neighbor country requires its equipment for its extensive internal uses. [Text] [Helsinki HELSINGIN SANOMAT in Finnish 19 Dec 80 p 31] 9662

OBLUCHYE RAILWAY ELECTRIFICATION--An extensive program of electrification of the Obluchye section of the railway is planned and preparations are underway at the Obluchye locomotive depot for changing to electric traction, which it is planned to introduce in December 1981. Construction of a building for the technical examination of electric locomotives will begin in 1981 while supports for the overhead contact wires and foundations for traction substations are being built on the Bira-Arkhara section of the railroad. [Khabarovsk Domestic Service in Russian 0930 GMT 4 Dec 80 OW]

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OCEAN AND RIVER

BRIEFS

RESEARCH SHIP DOCKS IN KALININGRAD--The new scientific research ship the "Akademik Mstislav Keldysh," built in Finnish shipyards, has docked in Kaliningrad. This flagship of the country's scientific fleet is fitted with the latest equipment. It has a laboratory and a computer center on board. The "Akademik Mstislav Keldysh" will make its first voyage in the near future to the region of the Caribbean Sea and the Bermuda Triangle. [Text] [TASS report: "Flagship of the Scientific Fleet"] [LD041531 Moscow IZVESTIYA in Russian 30 Jan 81 p 3]

NEW SUPERTANKER ADDED TO FLEET--The country's tanker fleet has been swelled by a new supertanker, the "Sovetskaya Neft," with a displacement of 150,000 tons. It has been built three times faster than the head ship, the "Krym," and the prime cost has been reduced by almost R10 million. Operational trials have shown the ship's good seagoing qualities. It is equipped with modern radar navigation equipment, a computer complex for avoiding collisions with other ships and a reliable antipollution system. [Text] [LD041007 Moscow KRASNAYA ZVEZDA in Russian 1 Feb 81 p 4]

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MISCELLANEOUS

NEW CANALS, WATER PIPELINES TO INCREASE INDUSTRIALIZATION

Kiev RADYANS'KA UKRAYINA in Ukrainian 28 Dec 80 p 3

[Interview of 'RADYANS'KA UKRAYINA' correspondent D. Dons'kyy with M. Rybnykov, chief of the Main Administration for Complex Donbas Water Supply of the Ukr SSR Ministry of Water Resources: "Towards Donetsk and Kharkov"]

> [Text] The CC CPSU plan for the 26th Party Congress entitled "Basic directions for USSR economic and social development for 1981-1985 and for the period up to 1990" anticipates the construction of the second line of the Dnepr-Donbas canal. A Lvov reader I. Nesmiyan wrote to the editors requesting more information about canal and pipeline construction for feeding Dnepr waters into the Donetsk area and into Kharkov.
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> Given below are replies provided by M. Rybnykov, chief, Main Administration for Complex Donbas Water Supply of the Ukr SSR Ministry of Water Resources in answer to questions posed by 'RADYANS'KA UKRAYINA' correspondent D. Dons'kyy.

[Question] What is the current state of the first line of the Dnepr-Donbas canal construction?

[Answer] First of all, I want to stress that because of the creation of waterfall basins on the Dnepr (this process has been completed), a real possibility opened up to supply water from the regulated river not only to the Dnepr area and Crimean Peninsula but also to Donbas and Kharkov. It should also be noted that the Donetsk area basin which is almost completely industrialized in our day deserves special attention. This region where one city ends and another one begins, and where a sixth of the republic's population lives, has not been endowed by nature with deep rivers and lakes. In addition, huge amounts of technical and drinking water are needed here. The artificial reservoirs and the Siverskiy-Donets-Donbas Canal built at different times after the war no longer meet the new needs of industry, communal and rural farming.

Donbas needs a river which carries 120 cubic meters of water per second. A "water famine" must not be allowed there, the local rivers and gorges must be filled and refreshed so that plants and factories can operate normally, orchards and parks may bloom everywhere and the fields may turn green and all homes enjoy tasty water. This is the goal in constructing the 263 kilometer Dnepr-Donetsk water pipeline. It starts a little above Dneprodzerzhynsk and heads along the left Orel bank into the Lozova Rayon, then in the direction of Izyum where the Dnepr current will flow into the Siverskiy Donets.

Orel flows down into the Dnepr, and the canal climbs up parallel to Orel in a reverse direction. Twelve pumping stations will provide water for it. Eleven have already been constructed and are in working order. For the first time in our fatherland's experience new powerful horizontal type pumps from the factory "Uralgidromash" have been installed there. Almost 195 kilometers of the canal alone have been put to use. Canal width is 60-80 meters and the average depth is 5 meters. Special structures were built through which the canal passes under the Orel (in one area) and her tributaries Pryadivka, Zaplavka and Bogaten'ka and also several aqueducts and bridges. Slavutych's [Dnepr] waters are already splashing over Kharkovskaya Oblast territory.

[Question] What could be said about the work on the watershed between the Dnepr and Siverskiy Donets basins?

[Answer] The highest point on the new water pipeline route between the above mentioned two rivers is near the Krasnopavlovka settlement, 30 kilometers north of Lozova. In this rayon the canal is intersected by transport arteries such as the highway and railroad line connecting Lozova and Kharkov, the gas line Shebelynka-Dnepropetrovsk and other communication networks. The water path had to be dug deep in the ground. This work was done by the Kiev metro builders. Two tunnels 3.3 kilometers long and 5 meters in diameter each -- this was their work achievement fulfilled in complex geological conditions. The commission has given good marks to these tunnels.

From the underground corridors the water flows into the Krasnopavlovsk reserve-regulating reservoir which is located 65 meters above the level of the Dneprodzershynsk "sea" from where the water is taken into the canal. Basin capacity is 410 million cubic meters of water. From here three separate Dnepr streams will go in different directions: one into the Siverskiy Donets and then into Don, the second will go in the direction of Kharkov, and the third (the second line of the canal) directly to Donetsk. Thus the Krasnopavlovsk Reservoir fulfills an intermediary role between the Dnepr and its new customers in Kharkovskaya, Donetskaya, Voroshilovgradskaya and partially Rostovskaya Oblasts. Its basin is already receiving the water.

I will allow myself a small but critical digression at this point. The soil dam is an important object in the reservoir complex. Cutting off the path to the Popel'na River, it stretches over 2,300 meters and equals a twenty story building in height. However, the dates for its construction have long passed. The unsatisfactory work pace at the 42 kilometer section of the dropping natural stream of the canal is also disturbing. In this last segment of the line the construction of overfall dams is being delayed. Dividing the riverbed into eight sections they are needed to end current speed to prevent erosion of canal slopes. The "Dniprokanalbud" administration (headed by B.P. Stupakov) and its subordinate organizations should make amends for the delays as soon as possible. The new canal is a most urgent construction project of great economic importance. Water should be sent into Donbas at the beginning of the next five-year plan.

[Question] As far as we know, work connected with supplying Donetskaya and Voroshilovgradskaya Oblasts with water is also being done elsewhere?

[Answer] Yes. A reconstruction of the Siverskiy Donets-Donbas canal headed towards the Kalmiuskiy Reservoir has already been accomplished. Previously it carried 32 cubic meters of water per second, now it carries 43. Construction of the second line of Dnepr-Donbas canal has been started. This will be a 173 kilometer water main line through which the life-giving moisture will go from Krasnopavlovka directly to Donetsk. Along with open and closed water pipes, the regulating sections of local steppe rivers will also enter into the main line. The date for putting this into effect is 1985.

By the end of the 11th Five-Year Plan 130 thousand hectares of lands in Dnepropetrovskaya, Poltavskaya, Kharkovskaya, Donetskaya and Voroshilovgradskaya Oblasts will be watered with the Dnepr waters. The first large irrigated area was readied this year at the Tsarychanskiy Rayon in the Dnepropetrovsk area.

[Question] What can we tell the Kharkov area people?

[Answer] Dnepr now flows also into Kharkov. It will become its new promising water supply. In a little while, figuratively speaking, residents of this million population city will bathe in Dnepr waters. Much more of it will come here than presently provided by its rivers Lopan, Kharkov, Uda and Nemyshlya.

That is why we are building the 142 kilometer water main line. Its route starts at the Krasnopavlovskiy Reservoir. From here with the aid of pumping stations the water will flow in two steel tubes 1,400 mm in diameter, capable of carrying 750 thousand cubic meters of water per 24 hours. One of the tubes has already been laid.

There is still a lot of work. Everyone knows this. To accomplish everything the "Pivdenspetsbud" trust (headed by H.I. Ponomar'ov) has to overcome the lags in the second and third route rise, increase its production capability and improve work organization, and the "Kharkivprombud" combine (A.T. Yakovlev director) should speed up the construction of housing for construction workers. Problems of substantial improvement in the material-technical building provision must be solved, especially regarding the working force which is obviously insufficient. Quite a lot is done in this area by the Kharkovskaya Oblast party committee and executive committee, but there is enough here for serious consideration by the Ukr SSR Ministry of Installation and Special Construction Work, Ministry of Industrial Construction, State Supply and other departments. Making this accusation I, of course, am not taking away the responsibility for individual shortcomings from the Ukr SSR Ministry of Land Reclamation and Water Resources.

Taking this opportunity, I would like to address myself to Kharkov oblast newspapers with the request that they take up the supervision of the hydrotechnical complex construction in Krasnopavlovka, the last dropping section of the Dnepr-Donbas canal and the water line to Kharkov. These structures must be truly impressive in a very important construction project.

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MISCELLANEOUS

BRIEFS

BRIDGE TO AFGHANISTAN--On the Amu-Darya a bridge is being constructed which will unite two neighboring states, the USSR and Afghanistan. They call this unique construction the "Bridge of Friendship." Its length is 800 meters. Automobile and railways will unite Termez with Khayratan in Afghanistan. The storm of the Amu-Darya is being conducted simultaneously from both shores. [Kiev SIL'S'KI VISTI in Ukrainian 1 Feb 81 p 1]

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